

Approved For Release 1999/09/08 : CIA-RDP82-00457R00210008

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COUNTRY Yugoslavia

DATE DISTR. 29 November 1948

SUBJECT The Railway System

NO. OF PAGES 8

PLACE
ACQUIRED [REDACTED] 25X1A6a

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO August 1948

SUPPLEMENT TO
REPORT NO.

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A. Trieste/Sezana/Divaca/Sv. Peter na Krasu/Postojna/Ljubljana Line

1. Technical details

Double track line

Minimum bonding radius : 250 meters

Maximum gradient : 14 per 1000 (gradients vary from 10 to 14 per 1000 on 16 percent of the track)

Freight speed : 39 kilometers per hour

Potentiality : 48/100

Transport efficiency : 86 percent

2. Following the destruction of the Borovnica viaduct, at present under reconstruction, a new connection has been built between Borovnica and Praserje.

3. Technical details

Single track line

Length: 16.3 kilometers

4. Miscellaneous installations

There are eight bridges measuring a total of 75 meters.

There is one tunnel 80 meters long.

There are six cuttings.

5. There is a bottleneck a few kilometers from Ljubljana, where construction is in progress. At this point all traffic has to pass at reduced speed over a single track laid over a seven-span Bayley (sic) Bridge.

6. Daily traffic

Ljubljana - Postojna: six trains each way per day.

Postojna - Sv. Peter: seven trains each way per day.

Sv. Peter - Sezana : six trains each way per day.

Sezana-- Gorizia : three trains each way per day (changing at Sezana and Dutovlje)

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~~Document No.~~

NO CHANGE in Class.

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Class. CHANGED TO: TS S

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

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7. The following lines connect with the Trieste-Ljubljana main line:

B. Sezana/Dutovlje (Kraplje)

8. This section, at present under construction, will connect the Trieste/Ljubljana line mentioned above with the Trieste/Gorica line which passes through Opicina, Dutovlje, Stanjel, and Dornberg. This will enable direct communication between Ljubljana and Gorica and between Gorica, Divaca and Herpelje.

9. Technical details

Length of section about nine kilometers
Single track
Steam traction

10. The freight yard at Dutovlje is at present being enlarged.

11. Construction of the line is slowed up through lack of technicians, skilled workers and materials.

12. Miscellaneous installations

The Sezana tunnel is about 300 meters long.
There are four over-road bridges.
There are four under-road bridges.

C. Divaca/Herpelje/Pola

13. Technical details

Single track line

D. Sv. Peter/Fiume

14. Technical details

Single track line
Shunting lines at Trnovo and at Matulje
Seven trains each way per day.

E. Postojna/Prevacina Section (Vipava Valley)

15. Reports about this project are contradictory; some state it has been abandoned and others that construction work has already reached an advanced stage and that a second track is about to be constructed.

F. Ljubljana/Brezovica/Vrhnika Section

16. Technical details

Single line track
At intermediate halts there are shunting lines of a maximum capacity of 20 truck loads.
The line is in poor condition.

G. Dutovlje/Arsa Line (under construction)

17. Technical details

Length of line: 54 kilometers
Single track.
Building contractors: No. 5 Railway Construction Firm.

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18. Miscellaneous installations

There are seven tunnels.

19. The construction of a railway line from Lupogliano to Arsa was being projected and may already have been begun.

20. Projected course is as follows:

Dutovlje/Divaca/Pola/Vranja/Susnjavica/Nova Vas/Cepic/Pedenz/Miravalle
Canal D'Arsa/Strallie/Arsa.

21. Building yards will be set up at Castel Lupogliano, Felicia and in the Arsa Valley.

22. The new line will permit rapid and economic delivery of coal from Arsa to the western and central industrial consumer areas.

23. Blasting operations have already begun in the Auronia area.

24. The construction of the following sections are under consideration:
Pision/Pedena/Arsa/Pola/Arsa.

H. Trieste/Ljubljana Line via Gorica/Tolmin/Jesenice/Kranj.25. Technical details

Single track
Minimum bending radius: 245 meters
Maximum gradient : 26 per 1000 (gradients steeper than 25 per
1000 on 25 percent of the track)
Freight speed : 21 kilometers per hour.
Potentiality : 20/100
Transport efficiency : 69 percent

26. Daily traffic

Gorica/Jesenice : Five trains each way per day.
Jesenice/Ljubljana: Eight trains each way per day.

I. Ljubljana/Zidani Most/Celje/Maribor Line27. Technical details

Double track line.
Potentiality: 72/100

28. Miscellaneous installations

There are bridges over the Drava and the Savinja.

J. Ljubljana/Zagreb Line29. Technical details

Double track line (probably as far as Zidani Most, then single track
as far as Zagreb).
Potentiality: (Zidani Most/Zagreb stretch) 24/100
Shunting lines at intermediate stops with a maximum capacity of 70
truck loads.

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30. Miscellaneous installations

There is a steel bridge between Litija and Kresnice, rebuilt with steel girders measuring a total of 166 meters, and weighing 496 tons.

31. Daily traffic

Three trains each way per day; average speed:

Ljubljana/Litija - 90/100 kilometers per hour
Litija/Zidani Most - 60 kilometers per hour
Zidani Most/Zagreb - 70 kilometers per hour

32. There are eight rail shunting lines under construction at Sutla.

K. Zagreb/Dugo Selo/Novska/Belgrade Line33. Technical details

Originally a double track line from Novska to Belgrade. Now single track. Second track was removed in order to reoperate other lines (e.g. Samac/Sarajevo et cetera).

Potentiality: 34/100

34. Station installations at Dugo Selo, Novska, Slavonski, Brod, Vrpolje, Vinkovci and Indjija are, in nearly all cases, now in use. Loading systems at these stations have been adapted to military transport requirements.

35. Average speeds:

Zagreb/Dugo Selo - 70 kilometers per hour
Novska/Belgrade - 80 kilometers per hour

L. Zagreb/Dugo Selo section36. Technical details

Gradient: From 10 to 38 per 1000.
Shunting lines at intermediate stations with a maximum capacity of 60 trucks; Siemens block system in use.

37. On the line between Banova Jaruga and Lipovljani, on the left hand side as one enters Belgrade, a junction branching off over a wooden bridge is under construction.

38. An iron bridge measuring 80 meters is under construction at Dugo Selo.

M. Zagreb/Siska/Novska Line39. Technical details

Single track line.
Traffic suspended between Dubica and Novska, as a result of the bridges being destroyed.

N. Zagreb/Sunja/Bihac/Knin/Split Line40. Technical details

Single track line.

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The following sections are in commission: Sunja/Bihac/Knin/Split.
The Bihac/Knin section is at present under construction. Construction work will soon be completed on the Bihac/Kulen Vakuf section.

41. Miscellaneous installations

There are five bridges measuring a total of 416 meters.
There are 35 tunnels.

42. In view of the insecurity of the line, dispatch of freight with a gross weight of over 20 tons has been suspended.

O. Sunja/Bosanski/Novi Banja Luka Line

43. Technical details

Single line track
The Brezicani (Prijeedor)/Ljubija Section is under construction. Stations are equipped with five rail shunting lines.

44. Construction of the Banja Luka/Doboje section is being studied.

P. Doboje/Tuzla/Simin Han Line

45. Narrow gauge line. Broadening of gauge to normal size and extension of the line through Koviljaca/Valjevo/Cacak may already be in progress.

Q. Zagreb/Karlovac/Susak Line

46. Technical details

Single line track
Average speed: 60/70 kilometers per hour.
Shunting lines at intermediate stops with a maximum capacity of 60 trucks.

R. Belgrade/Mala Crsna/Pozarevac/Kucevo (Brodice) Line

47. Technical details

Single track line
Potentiality: 18/50

48. Miscellaneous installations

There is an iron bridge on the Morava near Ljubicevo. Tunnels are at Beli Potok and Vrcin (rebuilt). The loading systems at stations have been adapted to military transport requirements.

49. Ballast blocks in the Umacarj (sic) area are as much as 16 meters high.
50. Between Vrcin and Mali Pozarevac the line is frequently flooded by rains.
51. Extension of the line up to Brodica (on the Rumanian frontier) is in progress.
52. Miscellaneous installations

The bridge on the Pec is 40 meters long.
The bridge over the Sevisa (sic) is 30 meters long.
There are two tunnels measuring 250 and 400 meters.

S. Mala Crsna/Smederevo section

53. Technical details

Loading capacity: six trucks

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Change for Kovin-Dunav

T. Belgrade/Nis/Skoplje/Gevgeli Line

54. Technical details

Single track line

U. Belgrade/Lapovo Section

55. Potentiality: 24/100

56. Miscellaneous installations

Tunnels are located at Falja and Ripanj.
There is an iron bridge at Ralja.
Ballast blocks are not more than two meters high.

57. The Mladenovac/Lapovo is often flooded by rains.

V. Lapovo/Nis Section

58. Potentiality: 20/100

59. Miscellaneous installations

There is an iron bridge near Cuprija, 324 meters long.
Three arcades have been rebuilt.
There is a bridge at Dumis and at Toponica.
Tunnels are located at Stalac and Braljina.
Installations at Nis station have been rebuilt.

W. Nis/Skoplje Section

60. Technical details

Potentiality: 20/100
Bridges in nearly all cases are rebuilt.

61. Miscellaneous installations

A bridge and tunnel are at Vladin Han.
A bridge over the Morava is under construction near Brestovac. Work is in progress on the Grdelica plain.

X. Skoplje/Gevgeli Section

62. Technical details

Potentiality: 18/100
Bridges over the Vardar have been rebuilt (in steel) at Zelenikovo, Titov-Veles and Krivojak. Station installations at Krivojak, Demir Kapija, Klisura and Mirkovci have been put back into commission.

Y. Belgrade/Lapovo/Kraljevo/Skoplje Line

63. Technical details

Single track line
Potentiality: 18/20

64. Miscellaneous installations

Bridges on the Morava and the Libar rivers have been rebuilt.
The tunnel at Vitkovac is 3,000 meters long.

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Z. Nis/Caribrod Line65. Technical details

Single track line
Potentiality: 20/100

66. Miscellaneous installations

Iron bridge near Aveta Petka is 60 meters long and has been rebuilt.
Five iron bridges are on the Nisava River.

AA. Nis/Zajecar/Prahovo/Pristaniste Line67. Technical details

Potentiality: 20/50

68. Miscellaneous installations

The iron bridge at Vataonica has been rebuilt.
There is a tunnel at Gramada.
Station installations at Zajecar have been put back into commission.

BB. Nis/Doljevac/Prokuplje/Kursumlija Line69. Technical details

Single track line
Potentiality: 18/50

70. Miscellaneous installations

The iron bridge over the Toplik has been rebuilt.
There is a tunnel at Prokuplje.

CC. Skoplje/Titov/Veles/Stip/Kocani Section71. Technical details

Single rail section
Potentiality: 18/50

DD. Skoplje/Titov/Veles/Prilep/Bitovlje/Kremenica Line72. Technical details

Single line track
Potentiality: 18/50

73. Miscellaneous installations

The tunnel at Gostirazni is built in stone and is considered insecure.

EE. Skoplje/Gorce Petrov/Tetovo/Kicevo/Struga/Ohrid Line74. Technical details

Narrow gauge line
Because of the destruction of part of the line, traffic is suspended
between Trebeniste and Struga.

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FF. Metohija/Priaren/Kukes Section (Under construction)

75. Construction work has started on the Metohija/Kukes section, which will connect up the Pristina/Kosovo - Polje/Pec railway network with the Durres/Shkoder/Kukes lines, now under construction. The new section will follow approximately the course of the Drin White river.

GG. Titograd/Shkoder Line

76. Construction work has started on the Titograd/Shkoder line. Building contractors are the Albanian/Yugoslav Railway Society.

77. Miscellaneous installations

There is one tunnel 180 meters long.

78. The Albanian authorities have given instructions for the work to be suspended following the Cominform dispute with the Yugoslav Communist Party.

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Comment: The figures for average speeds appear to be grossly exaggerated.)

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